

COUNTRY East Germany

REPORT NO.

TOPIC Zorbst Airfield

25X1

EVALUATION 25X1

PLACE OBTAINED

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DATE OF CONTENT 27 October to 11 November 1952

DATE OBTAINED 25X1

DATE PREPARED 10 December 1952

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

- 25X1 1. Observations made at Zorbst airfield during the period from 27 October through 11 November 1952 included:
- 27 October. There was night flying by MiG-15s which had their position lights on. A white-yellowish light was seen on the under side of the fuselage at both its front and aft ends, while the right and left wing tips were fitted with a green and red light respectively. The arrangement of these position lights was not changed during take-offs and landings, and no flash signals were observed.
- 28 October. From 2 to 6 p.m., source observed two MiG-15s in front of the two northern hangars, and nine MiG-15s arranged in two rows in the aircraft dispersal area at the northeastern end of the taxiway. There was no flying in spite of good weather at about 3 p.m. a truck with a trailer proceeded from the hangars to the landing field; shortly afterwards the jet engines of the planes were raced for about 20 minutes.
- 30 October. There was flying at the field about 8 a.m. The weather was slightly cloudy, and visibility was good. Flying discontinued between 10 a.m. and noon.
- 25X1 MiG-15s fitted with auxiliary fuel tanks [] took off at noon and 12:05 p.m. respectively. Another MiG-15 took off at 12:10 p.m. and a plane [] took off at 12:15 p.m. All the planes swayed after taking off and did not seem to be fully under control. They landed again between 12:25 and 12:45 p.m. and then taxied to the hangars, where another five MiG-15s were parked.
- 25X1 3 November. At noon, 7 MiG-15s were observed in front of the hangars and 3 MiG-15s at the northeastern end of the taxiway. There was no flying.
- 25X1 8 November. At about 3 p.m., a MiG-15 fitted with auxiliary fuel tanks [] took off but landed again after about 12 minutes. The ceiling was at an altitude of about 500 meters, and visibility was approximately 1,000 meters. Three MiG-15s were seen at the northeastern end of the taxiway and four MiG-15s in front of the hangars.
- 11 November. At 1 p.m., only 5 MiG-15s were seen at the field. There was no flying.
2. Contrary to previous information, source determined that the fence in the southwestern portion of the field consisted of barbed wire which extended from the road block on the highway to Deetz in a curve to the road to Dobritz, running parallel to this road at a distance of about 10 meters.

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3. Source observed two underground bunkers each occupied by 4 to 6 guards from the field. One guard each was furthermore seen at the main gate of the field at the road block on the highway to Deetz, while the fuel dump was guarded by two sentries. Watch dogs were only observed at the radio installation near the Stadtbld.
4. When the wind blew from the west, the 3 to 6 alert planes were parked at the northeastern end of the taxiway. These planes did not participate in the air activity. No alert flights were recently seen near the southwestern end of the runway.

25X1 5. Trucks [] were seen at the field.

25X1 1. [] Comment. According to another reliable source, two fighter regiments and the headquarters of a ~~fighter~~ division are stationed at Werbst airfield. The observations of flying activities at the field are too scanty to draw from them conclusions as to the status of pilot training reached. []

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25X1 [] Most of the aircraft stationed

25X1 at the field are believed to be housed in hangars.

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